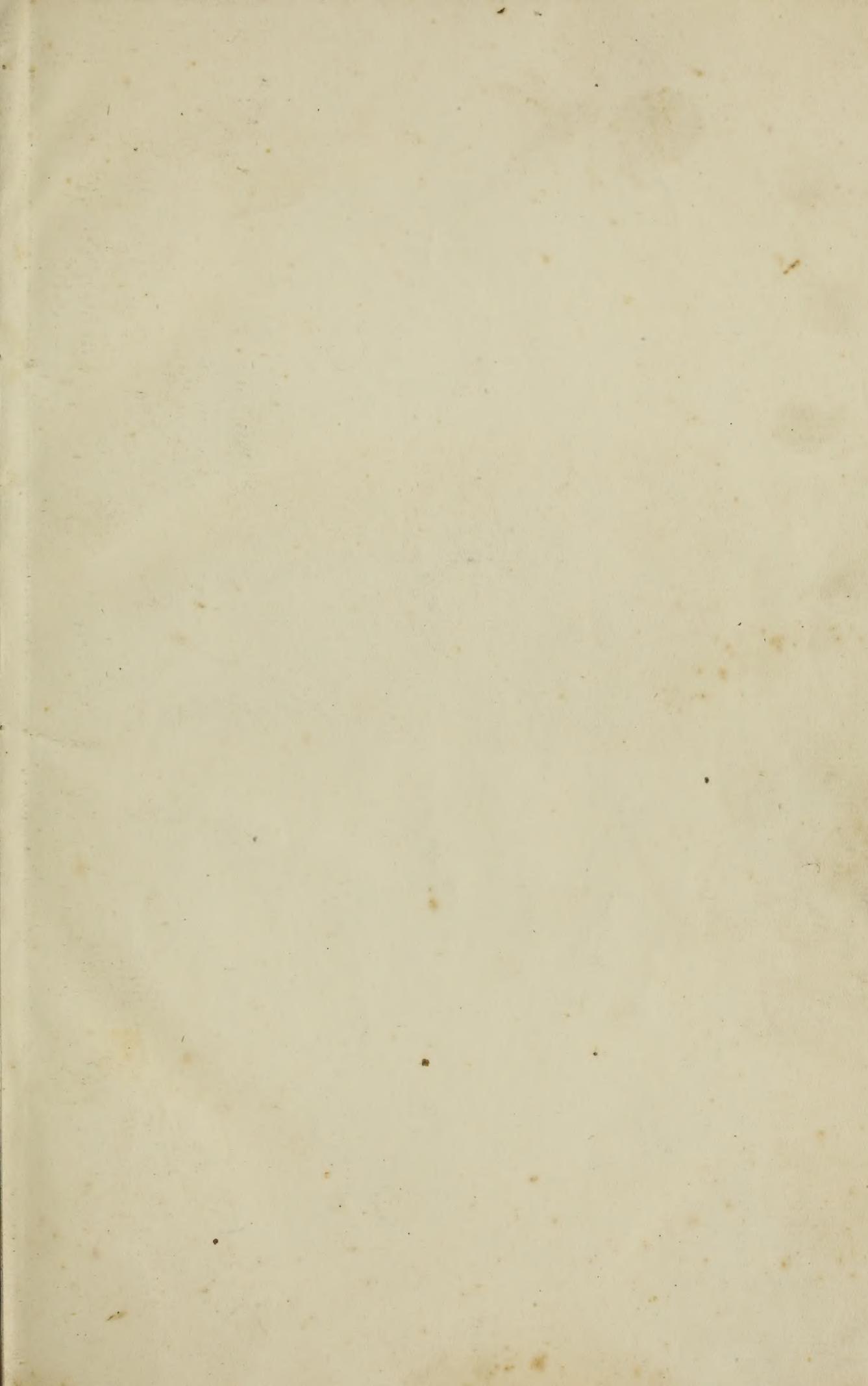


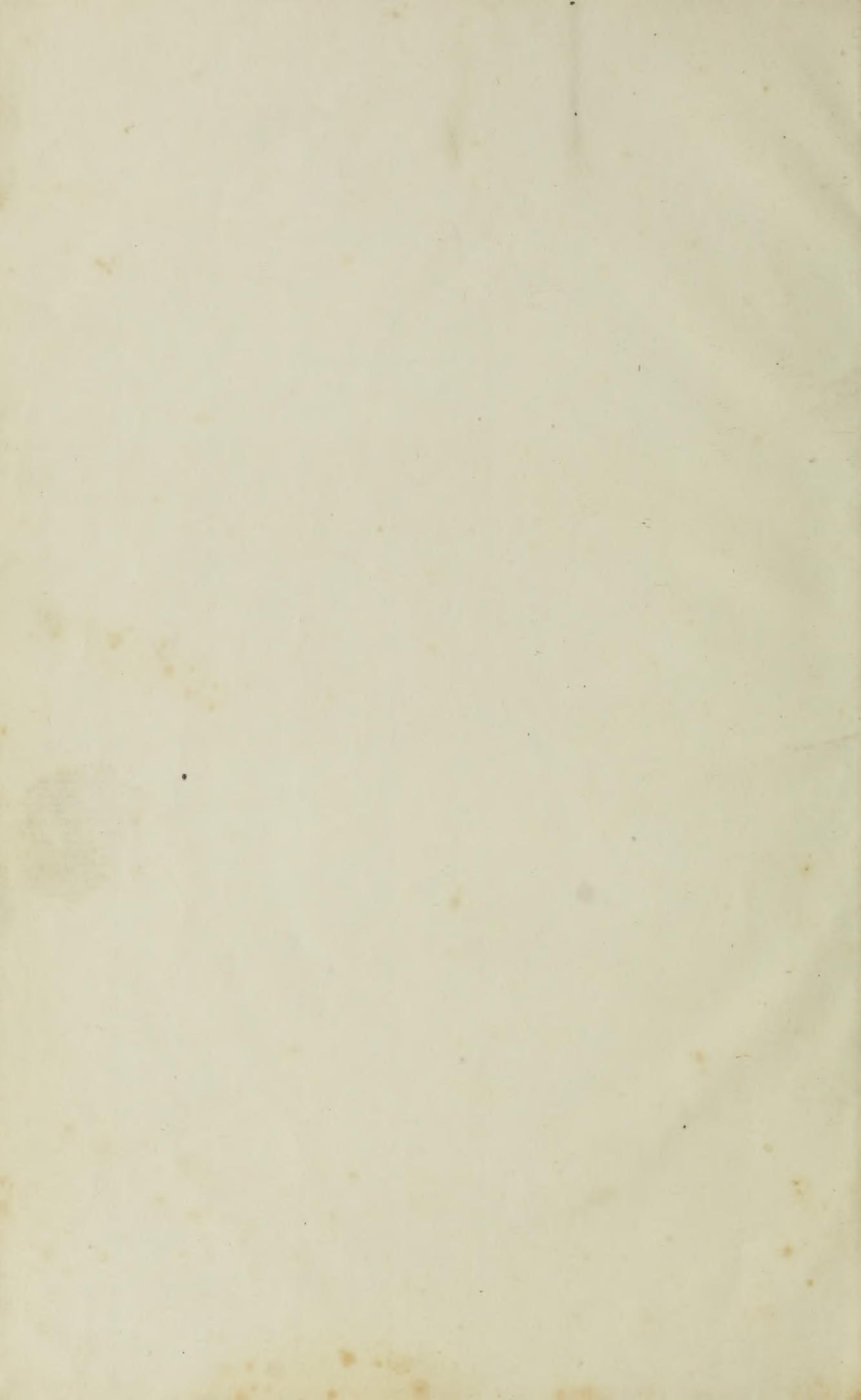
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Bait Alaska of San Francisco.

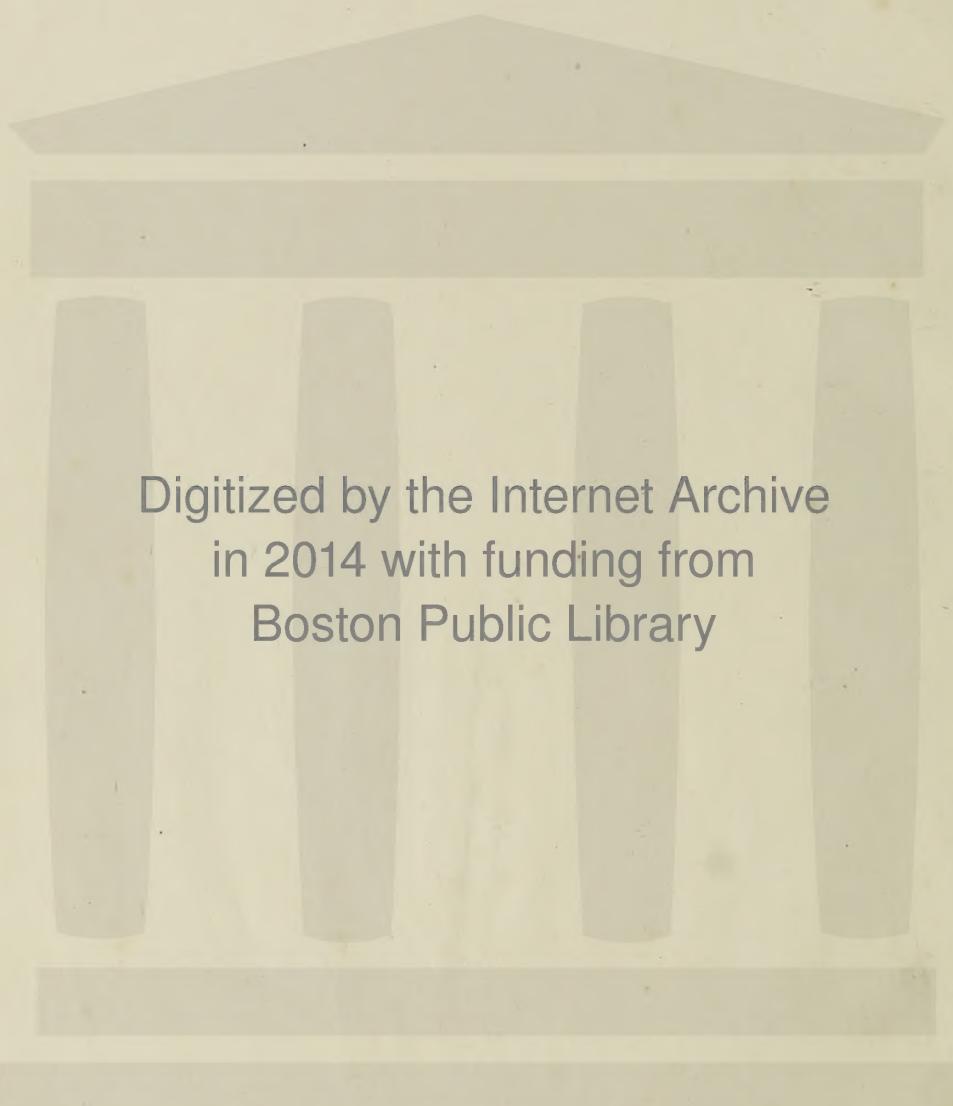
874







(See whole set 56 long 156°-30 1890)



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Thursday Dec 4th

1890

Took our departure from San Francisco at 12 O'clock having Anchor at the same time, also Tug Boat taking us, and letting of us at 3 P.M. also setting sail at the same. Ship under easy sail wind from North West steaming S.S.W blowing strong

So ended this day

Friday Dec 5th

1890

This day commenced with clear weather and moderate winds from North West steaming S.S.W. Ship under all sail later part wind and weather the same S.E. by S. Watch employed putting Anchors on the bow and stowing down cables and rigging boats. So ended this day.

Lat.... 35° 30' North.

Long.. 124° 30' West.

Saturday Dec 6th

1890

This day commenced with cloudy weather and moderate winds from North West steaming S.E. by S. Ship under all sail, later part the same. Watch employed rigging boats and repairing Mail Royal and bending it

So ended this day

Sunday Dec 7th

1890

This day commenced with clear weather and moderate wind from North West steaming S E by S later part equally weather and strong winds taking in light sail at 4 P.M. So ended this day.

Lat. . . 31° 00'

Long. 121° 17"

Monday Dec 8th

1890

This day commenced with clear weather, and moderate wind from North East steaming S E by S, ship under all sail. Later part the same. Watch employed breaking out and stowing down main and Mizzen Hatch, sail maker repairing Mizzen topmast staysail. So ended this day

Lat 28° 00'

Long 121° 35'

Sunday Dec 9th

1890

This day commenced with cloudy weather and moderate wind from North East steaming S E by S ship under all sail. Later part clear weather and light wind from S S W ship heading S E. Watch employed reaving off rigging overhauling footropes and repairing sails. So ended this day

Lat 25° 25'

Long 121° 01'

Wednesday Dec 10th

1890

This day commenced with clear weather and light winds from South West steaming South East, ship under all sail, later part the same. Watch employed overhauling foot roles and repairing sail. Carpenter and Cooper repairing boat. So ends this day

Sat 23° 57'

Long 119° 37'

Thursday Dec 11th

This day commenced with clear weather and light winds from E. N. E. steaming South East ship under all sail. Later part, cloudy weather and strong winds at 2 P.M. taking on the light sail, Watch employed repairing sail and bending them also overhauling foot roles, Carpenter and Cooper repairing boat So ends this day

Sat. 22° 53'

Long. 119° 40'

Sunday Dec 12th

1890

This day commenced with clear weather and moderate winds from Eastward ship heading S.S.E., ship under all sail. Later part wind from North East steering South East. Hatch employed overhauling foot ropes, repairing and bending sail. Carpenter and Cooper repairing boat. So end this day.

Sat 20° 00'

Song 117° 16'

Saturday Dec 13th

This day commenced with clear weather and moderate wind from North East by East, steering South-East & East, ship under all sail. Hatch employed overhauling foot ropes, repairing and bending sail. Carpenter and Cooper repairing boat. Later part wind and weather the same. So end this day.

Sat 17° 57'

Song 115° 49'

Sunday Dec 14th

This day commenced with clear weather and moderate winds from North East steering South East & East, ship under all sail. Later part the same. So end this day.

Sat 16° 00'

Song 113° 32'

Monday Dec 15th

1890

This day commenced with clear weather, and moderate winds from East, steaming South, South East, ship under all sail. Hatch employed taking in the waist boat, fending down, and repairing foretopgallant sail, and setting up rigging, Carpenter and Cooper repairing boat. Later part the same. So end this day.

Lat $13^{\circ} 53'$ Long $112^{\circ} 34'$ Tuesday Dec 16th.

This day commenced with clear weather and moderate winds from East, steaming South, South East, ship under all sail. Hatch employed putting the waist boat on the cranes, repairing sails and breaking out bread and water. Carpenter and Cooper repairing boat. Later part the same. So end this day.

Lat $11^{\circ} 25'$

Wednesday Dec 17th. 1890

This day commenced with clear weather and strong winds from South East. ship heading South East by South on Port tack under easy sail. Watch employed over hauling blocks and repairing sail. Later part moderate winds from same directions, setting the light sails at 2 P.M. So ends this day.

Sat $9^{\circ}48'$

Song $110^{\circ}44'$

Thursday Dec 18th

This day commenced with clear weather and strong winds from East, ship heading South East by South on Port tack, ship under easy sail. Watch employed over hauling blocks repairing flying jib pennants, and reaving off flying jib sheets. Later part rain and squally weather. So ends this day.

Sat $7^{\circ}22'$

Song $110^{\circ}13'$

Friday Dec 14th

1840

This day commenced with very
unusually weather and variable
winds changing from East to
South ship on Port tack. Watch em-
ployed in ship's duty. Later part
weather the same, wind from North
East steaming South East at 3-30 P.M.
Setting light sails taking in ag-
ain at 6 P.M. So ends this day

Saturday Dec 15th

This day commenced with rainy and
squally weather and strong winds,
from North East steaming South
East, ship under easy sail. Watch
employed breaking out between
deck and stowing back again.
Later part light winds and clear
weather at 4-30 P.M. setting light sail
ship heading South West by South on
Port tack. So ends this day.

Sat 5° 00'

Long 109° 43'

Sunday Dec 21st

This day commenced with clear wea-
ther and moderate winds from
South-South East ship heading
South West on Port tack, under
all sail. So ends this day.

Sat 5° 23'

Long 111° 50'

Monday Dec 22nd

1890

This day commenced with clear weather and moderate winds, from South South East, ship heading South West on Port tack, under all sail. Later part wind from South East, ship heading South South West on Port tack. Hatch employed breaking out Port side between deck and straining again. Carpenter and Cooper employed making a lumber rack between deck for lumber. Sail maker making a canvas cover over for after house. So ends this day.

Lat $1^{\circ} 43'$ Long $113^{\circ} 43'$ Tuesday Dec 23rd

This day commenced with clear weather and moderate wind from South East, ship heading South South West on Port tack, under all sail. Later part the same. Hatch employed, taking in the Starboard boat over haul, blocks and sailing down the rigging. Carpenter and Cooper repairing sail. Blacksmith putting up his forge. Sail maker making cover for after house.

So ends this day

Lat $00^{\circ} 30'$ SouthLong $114^{\circ} 47'$

Wednesday Dec 24th

1890

This day commenced with clear weather and moderate winds from South East, ship heading South South West, on Port tack, later part the same. Watch employed overhauling blocks taking in Flying Gib and repairing it, and putting the Starboard boat out on the cranes. Carpenter and Cooper repairing boat. So end this day.

Sat. 3°-08'

Long 116°-12'

Thursday Dec 25th

This day commenced with clear weather and moderate winds from South, South West ship heading on Port tack, wind from South East, under all sail. Later part wind from East by South, ship heading North East by North on Starboard tack. Watch employed ship's duty. So ends this day.

Sat 5°-55'

Long 117°-12'

Friday Dec 26th

This day commenced with clear weather and moderate winds from East by North, ship heading South South East on Port tack under all sail. Later part wind the same ship heading North by East. Watch employed taking in the Starboard boat and sending down upper top sail and repairing it, and overhauling blocks, Carpenter and Cooper repairing boat. So end this day.

Sat 5°-16' Long 116°-32'

Saturday Dec 27th

1890

This day commenced with clear weather and moderate winds, from East, ship heading North North East, on Starboard Tack, under all sail. Later part, wind from South East by East, ship heading North East by East on Starboard Tack. Hatch employed sending up sail and sending down Gaff Topsail and repairing it, and putting it up again, and fathoming down. Carpenter and Cook repairing boat, Blacksmith working Holes for upper topsail yards. So ends this day.

Lat $3^{\circ} 53'$ North
Long $115^{\circ} 34'$

Sunday Dec 28th

This day commenced with clear weather and moderate winds from South East by East, ship heading North East by East under all sail. Later part the same, at 2 P.M. taking in fore topgallant sail. So ends this day.

Lat $3^{\circ} 30'$ North
Long $113^{\circ} 17'$

Monday Dec 29th

1890

This day commenced with clear weather and moderate winds from, East South East, ship heading North East on Starboard tack, under easy sail. Later part the same. Watch employed setting up Mizzen riggen and rattling down

So ends this day.

Sat $1^{\circ} 18'$ North

Long $111^{\circ} 38'$

Tuesday Dec 30th

This day commenced with clear weather and moderate winds from, South East by East, ship heading North East by East on Starboard tack, under all sail. Later part the same. Watch employed sending down Lower Top sail, and repairing it, taking one of the bats off the house, painting Starboard boat, and rattling down the Mizzen riggen Carpenter and Cap. repairing boat. So ends this day.

Sat $00^{\circ} 07'$ North

Long $110^{\circ} 02'$

Wednesday Dec 31st 1890

This day commenced with clear weather and moderate winds from East SSW East, ship heading South on Port tack under all sail. Later part the same Watch employed sending down Foresail and repairing it, paint boat, taking down rigging and putting boat on house. Carpenter repairing boat, At 5 P.M. sawed school sperm whale, lowered three boats at 6 P.M. coming aboard at dark.

So ends this day

Lat $00^{\circ} 16'$ South

Long $110^{\circ} 02'$

Thursday Jan 1st 1891

This day commenced with clear weather and moderate winds from South East by East working to windward tack and tack, under all sail. Later part the same. Watch employed painting boat, ratting down rigging, bending foresail and repairing sail. Carpenter making boathouse for boat. So ends this day.

Lat $00^{\circ} 38'$ South

Long $110^{\circ} 04'$

Friday Jan 3rd

1891

This day commenced with clear weather and moderate winds from South East ship heading South by West on Port tack under all sail. Later part the same. Watch employed painting boat, and ratting down Carpenter making paddles for the boat. So ends this day

Lat 1° 00' South

Long 111° 01'

Saturday Jan 3rd

This day commenced with clear weather and moderate winds, from South East by East, ship heading South by West on Port tack, under all sail. Later part the same. Watch employed making carpet, and ratting down So ends this day.

Lat 3° 28' South

Long 111° 54'

Sunday Jan 4th

This day commenced with clear weather and moderate wind from East by South ship heading North East by North on Starboard tack, under all sail. Later part the same. Watch employed ship duty. So ends this day.

Lat 3° 29' South

Long 111° 36'

Monday Jan 5th 1891

This day commenced with clear weather, and strong wind from East South East, ship heading with East on Starboard tack under easy sail. Later part wind and weather the same, ship on Port tack heading South, one sail sight. Hatch employed covering holes, making canvas, and rattling down. So ends this day.

Lat 2° 15' South

Long 110° 36'

Tuesday Jan 6th

This day commenced with clear weather and moderate winds, from East South East, heading South, ship on Port tack under easy sail. Later part strong wind, at 4 P.M. Rainy and squally weather. Hatch employed setting up the head gear. So ends this day.

Lat 3° 54' South

Long 111° 30'

Wednesday Jan 7th

This day commenced with clear weather and strong winds from East South East, ship heading South, on Port tack under easy sail. Later part the same. Hatch employed setting up canvas, and rattling down. Harbor. Hatch employed making stag. So ends this day.

Lat 3° 04' South

Long 112° 06'

Thursday Jan 8th

1891

This day commenced with rainy and squally weather, and moderate winds from East, South East, at 9-30 A.M. clearing up with strong winds, ship heading North East, on Starboard tack under easy sail. Later part the same. Watch employed. Rattling down, and putting on battings. So end this day.

Lat 5° 07' South

Long 111° 45'

Friday Jan 9th

This day commenced with clear weather and moderate winds, from East, South East, ship heading North East on Port tack, under all sail. Later part the same. Watch employed rattling and taring down.

So end this day.

Lat 4° 14' South

Long 110° 50'

Saturday Jan 11th

This day commenced with clear weather, and moderate winds, from East, South East, ship heading North East, on Starboard tack under easy sail. Later part the same. Watch employed painting flying gibboom, rattling and taring down.

So end this day.

Lat 3° 00' South

Long 109° 32'

Sunday Jan 11th.

1890

This day commenced with clear weather and moderate wind, from South East steering East by North, later part the same, at 6P.M. in hauling up courses and laying aback. Watch employed ship duty. So ends this day.

Sat 2° 07' South
Long 108° 17'

Monday Jan 12th.

This day commenced with clear weather and moderate wind, from South East ship heading East North East on Star board tack under all sail, later part the same. Watch employed sending down main topgallant sail, and repairing it, painting Royal poles, and raising down. Carpenter making Barrow for Bow-Boat. So ends this day

Sat 1-17 South day
Long 107° 09'

Tuesday Jan 13th.

This day commenced with clear weather and moderate wind, from South East steering East by West ship under all sail. Later part wind the same with rain steering West North West. Watch employed sending topgallant sail, sending down topail and repairing it. Carpenter making slide boards for boat. Cooper making boat buckets. So ends this day

Sat 10° 42' South

Wednesday Jan 14th

1891

This day commenced with clear weather, and moderate winds, from South East, steering West, North West, ship under all sail. Later part the same. Watch employed bending Topsail, and sending down Lower sail and repairing it, and painting Topmast and gall antecast Copper making boat buckets. So ends this day.

Lat 00° 45'

Long 117° 26'

Thursday Jan 15th

This day commenced with clear weather, and moderate winds, from South, steering West, North West, ship under all sail. Later part steering North West by West. Watch employed painting, bending Topsail, and sending down Mainsail, and repairing it. So ends this day

Lat 1° 44'

Long 109° 33'

Friday Jan 16th

This day commenced with cloudy weather, and light winds, from South steering North, West & West, ship under all sail. Later part the same. Watch employed repairing Mainsail, and bending it. So ends this day.

Saturday Jan 17th 1891

This day commenced with clear weather and light winds from East, South East, steering North West, ship under all sail, later part the same steering North with West, one sail in sight. Watch employed, painting lower mast. So ends this day.

Sunday Jan 18th

This day commenced with clear weather and very light breeze from East with East, steering North West, by North. Ship under all sail. Later part the same, steering North West. Watch employed, ship duty. So ends this day.

Sat 5° 12'

Long 111° 46'

Monday Jan 19th

This day commenced with clear weather and moderate winds from East with East, steering North West ship under all sail. Later part equally and varying weather with variable winds from South East to North East. Watch employed taking one of the boats off the house and other odd jobs. Carpenter employed rigging one of the boats.

To end the day.

Sat 6° 24'

Long 112° 43'

Tuesday Jan 20th

1890

This day commenced with clear weather and moderate winds from South East, steaming North West by West, ship under West, ship under all sail. Later part the same with the exception of one rain squall at 3 P.M. Watch employed in ship duty. So ends this day.

Lat 7° 57'

Long 115° 42'

Wednesday Jan 21st

This day commenced with clear weather and moderate winds from South East, steaming North West by West, ship under all sail. Later part the same, steaming West by South. Watch employed breaking out, provision and water and breaking lower hole, and stowing out. So ends this day.

Lat 7° 09'

Long 116° 50'

Thursday Jan 22nd

This day commenced with clear weather and moderate winds, from South East, steaming West by North, ship under all sail. Later part the same, Watch employed scraping the West, and cleaning them. Carpenter making buckets. Carpenter repairing frame for forecastle. So ends this day.

Lat 7° 45'

Long 119° 50'

Friday Jan 23rd,

1891.

This day commenced with clear weather and light winds from North East steering West by North, ship under all sail. Later part the same Watch employed making & flying pennants and served. Other making buckets. So ends this day.

Lat 10° 27'

Long 121° 0'

Saturday Jan 24th

This day commenced with clear weather and moderate winds from East steering West by South, ship under all sail. Later part the same with exception of one rain squall. Watch employed ship duty, other making buckets. So ends this day.

Lat 11° 07'

Long 123° 17'

Sunday Jan 25th

This day commenced with clear weather and moderate winds varying from North East to South East & when light winds with rain. Later part the same Watch employed ship duty. So ends this day.

Monday Jan 26th

1891

This day commenced with clear weather and moderate winds, from North East, steering West by North, ship under all sail. Later part the same Watch employed setting up lower riggen and over hauling sail. So ends this day.

Sat. 12° 45'

Song 128° 33'

Tuesday Jan 27th

This day commenced with clear weather and moderate winds, from North East, steering West by North ship under all sail. Later part the same Watch employed setting up riggen and receiving off last yards. So ends the day.

Sat. 13° 27'

Song. 132° 00'

Wednesday Jan 28th

This day commenced with clear weather and moderate winds, from North East, steering West by North ship under all sail. Later part the same. Watch employed making sennet and spun yarn, Carpenter repairing Carpenter bench. So ends this day.

Sat. 14° 35'

Song 135° 11'

Thursday Jan 29th

1891

This day commenced with clear weather and moderate wind, from North East bearing West by North, ship under small sail at 12 P.M. taking Main Royal. Later part cloudy weather and strong wind, bearing West by South at 4 P.M. wind increasing taking light sail, Watch stowing away shooke and head in fire hole, Coffeeshooking Creek.

So ends this day.

Friday Jan 30th

This day commenced with cloudy and rainy weather with moderate wind variable from North East to East at 9 A.M. In strong winds with clear weather 4 P.M. In cleared away Main Royal taking in light sail, bearing West by North. Later the same at 4 P.M. In moderate wind with cloudy weather setting light sail. Watch employed ship duty. So ends this day

Lat $16^{\circ} 43'$

Long $143^{\circ} 11'$

Saturday Jan 31st

1891

This day commenced with rainy weather and strong winds, from East, steering West & North, ship under moderate sail. Later part the same. Watch employed washing ship. So end this day

Sunday Jan 31st

This day commenced with clear weather, and moderate winds from North East steering West & North, ship under all sail. Later part the same. Watch employed ship duty. So end this day

Sat 18°-10'

Long 149°-47'

Monday Jan 2nd

This day commenced with clear weather, and moderate winds, from North East, steering West & North, ship under all sail. Later part the same steering West. At 5-30 P.M. sighted land Owhyhee about sixty miles off, at 7 P.M. taking in light sail.

Watch employed making sail.

So end this day

Sat 18°-57'

Long 153°-47'

Tuesday Feb 3rd., 1841

This day commenced with clear weather and strong winds, from South East, at day break took the ship off running down the East coast of the Island. Only went about 15 miles off, steering variable course, from South West to West, until arriving off the South Point, then hauling up to North West, until arriving off Pele Point. At 11 A.M. the wind went very light winds, vanishing off. Rose on Starboard tack. Ship under all sail. After past light breeze with rain squalls at 2-3 P.M. light winds from South East heading on Starboard tack North West. At 12-30 P.M. raised a dead whale, lowered the Starboard boat, and pulled about 3 miles it turned out to be a sperm whale, but was so much decayed to pick up. At 4 P.M. raised a sperm whale bearing North East from us. Watched employ'd ship duty. Carpenter making battings for riggers.

To end this day.

Wednesday Feb 4th,

1891

This day commenced with clear weather and calm. 7:11 AM light breeze from South West steering North by East ship under all sail, Owhyhee having East about 15 miles off. Later past wind and weather the same, ship heading on Port tack off shore, one sail in sight. Watch employed sending down Main Royal and repairing, and overhauling cutting parchment, Carpenter and Cooper sheathing deck. So ends this day
 Lat 19° 30'
 Long 156° 16'

Thursday Feb 5th,

This day commenced with clear weather and strong wind from North East standing in shore Owhyhee having East about 40 miles off. Ship under Lower Top sail and two staysails. Later for moderate winds setting all sail about 15 miles off shore at 4:30 shortening sail to Lower Topsail standing off shore Watch employed breaking out water and bending Main Royal. One sail in sight. So ends the day.

Friday Feb 6th

1891

This day commenced with strong winds and clear weather, wind from North East, bearing North West by West, at 7.30 A.M. In sight Kahoona about 20 miles off bearing East at 45°. In light winds ship under all sail. Later past the same at 3 P.M. arrived off Lanai Island about 10 miles off standing on off shore tack at 60°. In taking in light sail, saw a whale the fore yard. Watch employed ship duty carpenters and cooper repairing deck. So ends this day.

Saturday Feb 7th

This day commenced with clear weather and moderate wind from North East bearing North West, ship under all sail. Later part lighter winds and variable at 60°. In hauling up fore yard, at 3.30 P.M. Capt North went aboard the Schooner Emma Glendinning of San Francisco. Lanai Island bearing North North East. Watch employed overhauling butting fore yard and repairing her, and washing ship inside and out. So ends this day.

Sunday Feb 8th,

1891

This day commenced with clear weather, and light winds from East to West, heading the off shore tack, ship under all sail, one sail in sight. Middle and later past the same Laysan Island bearing North North East about 35 miles off. So ends this day.

Monday Feb 9th,

This day commenced with cloudy weather and very light winds from North West Middle and later past the same, ship under all sail, one sail in sight. Watch employed painting Skylight and Cabin, Cooper making hanks and hoop main stay sail and gaff topsail. So ends this day.

Tuesday Feb 10th,

This day commenced with rainy weather and very light winds, from South East Middle the same, at 1 P.M. clear with light winds from North East, ship under all sail. Oahuhee Island bearing East about 40 miles off 4 sail in sight. Watch employed ship duty. So ends this day.

Wednesday Feb 11th, 1891

This day commenced with clear weather, and light wind from North East. Steaming South, middle and later part the same Owhyhee Island bearing East about 30 miles off. At 11 A.M. The Capt and boat crew went aboard the German returning again at 1-30 P.M. The Watch employed ship duty three sails in sight. So ends this day.

Thursday Feb 12th,

This day commenced with clearer weather and light breeze from North East steaming South South East. Middle the same, at 3-30 P.M. wind from East, ship under all sail three sails in sight Owhyhee Island bearing East about 40 miles off. Watch employed painting and putting out cutting tools. So ends this day.

Friday Feb 13th,

This day commenced with clear weather and light winds from North East middle and later part the same Owhyhee Island bearing East North East about 10 miles off. Watch employed ship duty three sails in sight. At 6 P.M. the spoke the Kildonan Capt and boat crew going aboard returning at 7-30 P.M. So ends this day.

Saturday Feb 14th.,

1891

This day commenced with clear weather and light breeze from West South West Owhyhee Island bearing & west South East about 40 miles off Middle and later part the same, two sail in sight. Watch employed painting Tryworks cover and Scrap hoopers and making Job permanent. So end this day.

Sunday Feb 15th.,

This day commenced with clear weather and light winds from South West Stand on shore Jack until 3 P.M. then Jacking ship. Owhyhee Island bearing East South East about 50 miles off Middle and later part the same. So end this day.

Monday Feb 16th.,

This day commenced with clear weather and light winds from West South West Stand on shore Jack. Middle and later part the same, Owhyhee bearing East South East about 50 miles off. Watch employed provisions, Carpenter and Cooper repairing mining machine.

So end this day.

Tuesday Feb 17th,

1891

This day commenced with clear weather and light winds from South West steering North East by East at 11 A.M. hauling on the wind on port tack middle and later part the same.

On Whaler Island bearing East about 40 miles off. Watch employed making sand and the band on lower spread yard and king bolt on upper spread yard Blacksmith making two links for topsail tie and king bolt Engine blowing off the steam from Engine Cooper making hanks Searle Midday

Wednesday Feb 18th,

This day commenced with clear weather and very light winds from West steering North West. Middle and later part the same, at 6 P.M. hauling in course and laying a back the fore yard. On Whaler about 30 miles off bearing East North East. Watch employed but tiring up cross west frame and making spry yard.

So ended this day.

Thursday Feb 19th.

1891

This day commenced with clear weather and moderate wind, from West ship on starboard tack, middle and later part the same, ship under easy sail. Owyhee having East North East about 40 miles off. Hatch employed setting up mizzen topmast and galliard rigging, and washing ship.

So ends this day.

Friday Feb 20th.

This day commenced with clear weather and moderate wind, from West South West ship on starboard tack, middle and later part squalls were scattered about 2 P.M. tack ship under easy sail. One sail up sight. Owyhee having East North East about 30 miles off. Hatch employed, breaking out water and painting, boat davits and crane.

So ends this day.

Saturday Feb 21st.

This day commenced with clear weather and moderate wind from North West ship on starboard tack under easy sail middle the same, at 5-30 P.M. taking the upper topsail and unrigging ship. Hatch employed painting ship. So ends this day.

Sunday Feb 22nd,

1891

This day commenced with clear weather and moderate wind from North ship on port tack under easy sail at 11 A.M. In setting all sail. Later part the sun & Duthyree bearing East North East about 80 miles off. So ends this day.

Monday Feb 23rd,

This day commenced with clear weather and moderate wind from North West ship on starboard tack under easy sail and flagged later part the same at 6 P.M. in setting on starboard tack. We in employ of sailing ship One sail in sight. Ouseyhead Island bearing East by North about 20 miles off. So ends this day

Tuesday Feb 24th,

This day commenced with clear weather and moderate wind from North West working to windward tack and ship under easy sail middle and later part the same at 10 A.M. The ship had struck the Cap and boats crew come aboard going back again at 2 P.M. In which employed ship only So ends this day.

Wednesday Feb 25th, 1891

This day commenced with moderate wind and clear weather from North East ship on starboard tack under all sail at 4 P.M. In taking ship wind and weather the same two sails in sight. Baled and employed ship duty so end the day

Thursday Feb 26th.

This day commenced with clear weather and moderate wind from North East working to windward tack and tack under all sail middle and later part the same, at 2 P.M. In taking light sail and seizing the main top gallant sail and mizzen top mast staysail at 6 A.M. at 2 P.M. The carried away Island and Flying Jumper Hatch employed bailing out main hole taking fresh water out of the gunwale and putting in the siding gear and filling up the ground gear with salt water. One sail in sight

Sat 20° 24'

Song 158° 14'

Friday Feb 27th,

1891

This day commenced with clear weather and moderate winds from North East working windward back and back at 4 P.M. In taking in all sail, down to lower topsail putting out gib and flying jib and jigger and Spitzal yard setting fore and back tops at 2 P.M. Wind from North East and strong at 6 P.M. In setting course and tacking topsail. Carpenter and Cook making Spitzal yard Blacksmith repairing gib jib and Oahu Island bearing North East by West, Lanai bearing North East about 15 miles off. So ends this day.

Saturday Feb 28th,

This day commenced with clear weather and strong winds from North East middle and late part the same, ship under full sail running off and on Motokai Island about 20 miles off. Watch employed ship duty. So ends this day.

Sunday March 1st,

This day commenced with clear weather and moderate winds from North ship under easy sail running off and on Motokai Island, middle and late had the same, four sail in sight. Spoke the Waite at 10 P.M. In So ends this day.

Monday March 2d., 1891

This day commenced with clear weather and moderate winds from Northward. At day sight standing in for the land Molokai Island getting within a mile of and then hauling aback at 8 A.M. and passing the land off the ship, at 8 A.M. In tracing found a long standing on Western tack three sail in sight. So ends this day.

Tuesday March 3d.,

This day commenced with clear weather and light and variable winds standing off and on Honolulu, middle and later part the same, at 9 A.M. In sighted the San Francisco Mail boat, several coasters and four whalers in sight, at 6:30 P.M. Mr. Davis and boat crew came aboard from Reindeer running at 7:30 P.M. Watch employed ship duty. So ends this day.

Wednesday Feb 4th

This day commenced with clear weather and light winds from Westward at 11 A.M. In moderate winds, middle and later part the same ship under all sail, at 6 P.M. taking in light sail on and off Honolulu at 2:30 P.M. In light wind boat crew went ashore received a 4:30 P.M. Watch employed ship duty. So ends this day.

Thursday March 5th, 1891

This day commenced with clear weather and light winds from North West. Watch and later part the same ship under all sail, running off Oahu Island 15 miles. Three whalers and three coasters in sight. Watch employed ship duty. At 4 P.M. one of the Seamen name John Grey had a fit another at 2:30 P.M. So ends this day.

Friday March 6th.

This day commenced with clear weather and moderate winds from Westward, ship under all sail. Watch and later part the same running under Tatokei and Oahu Island. Two whalers and several coasters in sight. Watch employed breaking out & refilling hatch for provisions. At 10:30 A.M. John Grey had fit. So ends this day.

Saturday March 7th.

This day commenced with clear weather and moderate winds from Northward. Sailing on and off Honolulu. Watch and later part the same. At 11 A.M. Watch and bat crew going ashore discharging John Grey & running at 3 P.M. the boat off. At 10:30 A.M. with Beef. At 6 P.M. to putti & the sailmacken. From 10:30 A.M. to 7:30 P.M. for shooting with the chifmet. Watch employed ship duty. So ends day.

Sunday March 8th,

1891

This day commenced with clear weather and moderate winds from Westward, ship under easy sail. Pahu Island bearing North about 40 miles off at 3 P.M. The rain squalls continued so until 2 P.M. The later part clear weather wind the same. Three Whales in sight. So ends this day.

Monday March 9th,

This day commenced with clear weather and moderate winds from Westward, ship under easy sail. Pahu Island with Wind East about 30 miles off Middle and later part the same. Water employed setting up trizzers signs and hair signal-sent. So ends this day.

Tuesday March 10th,

This day commenced with clear weather and moderate winds from North West, ship under all sail. Pahu Island bearing North North East about 20 miles off. No sail in sight. Middle and later part the same. Water employed making sprung gear.

So ends this day.

Wednesday March 11th, 1891

This day commenced with clear weather
or a few light winds from North East
ship under all sail Cut Ho Island
bearing North North East about twelve
off at 2 P.M. In light winds from North
North West. Sails in sight. Watch
employed ship duty.

So end this day.

Thursday March 12th,

This day commenced in clear
weather and moderate winds, from
North North West, ship on and off
Honolulu under all sail at 9 A.M.
Capt North and boat crew
went ashore returning at 3 P.M.
Capt Remainding ashore, two sea
men deserted Name John Gomes
and Learamon Pahon & Whalers in
sight. So end this day.

Friday March 13th,

This day commenced with clear
weather and light winds, from North
North West ship under all sail
bearing off and on then back at 2 P.M.
wind from North East moderate at
1 P.M. wind increasing taking in
light sail & Whalers in sight
and several coasters, at 9 A.M. sent
the boat ashore returning at 11 A.M.
Capt North also come aboard Watch
employed ship duty. So end this day.

Saturday March 14th, 1891

This day commenced with clear weather and moderate winds from North East, ship under all sail laying off and on Honolulu Middle and later had the same 7 Whales in sight at 4 P.M. Capt North and Capt Grey went ashore & turning at 3 P.M. Capt North returning ashore. Capt Fisher and Officers arrived this morning
So ends this day

Sunday March 15th.

This day commenced with clear weather and moderate winds from North East, ship under easy sail laying off and on Honolulu Middle and later had the same 7 Whales in sight laying off and on Honolulu.
So ends this day.

Monday March 16th.

This day commenced with clear weather and moderate winds from North East, ship under easy sail laying off and on Honolulu Middle and later had the same 7 Whales in sight Boats going ashore at 8 A.M. returning at 11 A.M. Capt Fisher, Capt North first and second mate. At 2 P.M. in all going ashore with exception of Mr Peters boat & turning at 4 P.M. Watch em ployed ship duty so ends this day

Tuesday March 17th, 1891

This day commenced with clear weather and moderate winds, from North East, ship under easy sail off and on Bonaparte Islands and later had the same Whales in sight. Watch employed, ship duty. So ends this day.

Wednesday March 18th,

This day commenced with clear weather and light winds from North West, ship under all sail Lays Island bearing North North West about 15 miles off at 9 A.M. To calm, Islands had the same at 3 P.M. In light winds from North East. 8 Whales in sight. Watch employed ship duty. So ends this day.

Thursday March 19th,

This day commenced with clear weather and moderate winds, from North East, ship under easy sail, laying off and on Bonaparte Islands and later had the same at 4 P.M. In afternoon came aboard, also boat headed. 8 Whales in sight. Watch employed ship duty.

So ends this day.

Friday March 20th,

1891

This day commenced with clear weather and moderate wind, from North East, ship under easy sail. Leaving off and on Honolulu. Middle and later part the same, at 10A. In send the boat and were returned at 2:30P. In the Harbor. The third mate breaking his liberty by twenty four hours. 6 Whalers in sight. Watch employed, ship duly
So ends this day.

Saturday March 21st,

This day commenced with clear weather and moderate wind, from North East, ship under easy sail. Leaving off and on Honolulu at 11A. In Capt Fisher and first mate came aboard and about the same time taking on supplies, setting all sail and keeping the ship off to S. by W. gradually tacking to the North and I. Guard at 3P. In steaming North West by West two Whalers in sight. So ends this day.

Sunday March 22nd, 1891

This day commenced with clear weather and moderate wind from North East, ship heading with North West on Starboard Pack under all sail middle and later part the same. Watch employed ship duty.

To end this day

Monday March 23rd

This day commenced with clear weather and moderate wind from North North East ship heading on Starboard Pack North West middle and later part the same Watch employed ship duty

To end this day

Tuesday March 24th

This day commenced with clear weather and moderate winds from Eastward, ship under all sail on Starboard Pack steering North by West middle and later part the same, Watch employed ship duty. Carpenter and Cooker making a room for themselves in the storage

To end this day

Wednesday March 23rd, 1891.

This day commenced with clear weather and moderate winds from South East ship under all sail steering North by East, a middle appeal later had the same. Watch employed ship duty. So ended this day.

Thursday March 24th.

This day commenced with clear weather and moderate winds from South East ship under all sail steering North by West Middle appeal later had the same. Watch employed breaking provisions also issuing out clothes, Carpenter making spud mast and boom. So ended this day.

Friday March 25th.

This day commenced with clear weather and light winds from South East ship under all sail steering North by West. The light winds from West steering North by West. Watch employed ship duty. So ended this day.

Saturday March 28th, 1891

This day commenced with clear weather and strong winds from North East, ship under easy sail, heading North West by West on Starboard Tack with heavy head sea, tridale and later had the same. Went employed ship duty.

So ended this day.

Sunday March 29th,

This day commenced with clear weather and moderate winds from North heading North West on Starboard Tack under all sail at 7 A.M. The ship heading East, North East at 9 A.M. taking low gaff topsail Trizzen down with staysail, and fore royal and trizzen tridale had the same at 3 P.M. the wind from North West ship heading North East by North. So ended this day.

Monday March 30th,

This day commenced with clear weather and moderate winds from North and heading North East by East on Starboard Tack under easy sail tridale and later had the same. Went employed ship duty. So ended this day.

Tuesday March 9th, 1891

This day commenced with clear weather and strong winds and heavy sea, ship under all sail steering Northward from South West 11-30 A.M. in bearing North by West at 9 A.M. taking in main Royal and Gaff topsail and off and later had the same Watch employed ship duty to end the day.

Wednesday April 10th,

This day commenced with thick and equally weather and strong winds from South West steering North by West ship under easy sail until had the same at 2-30 P.M. taking up topsails and lower gaff topsail, wind from North West ship on ~~starboard~~ starboard tack heading North North East 100 M. In carried away davit of the starboard boat also breaking the boat Watch employed ship duty to end this day.

Thursday April 2nd, 1891

This day commenced with thick weather and stormy wind ship hove to on Port Tack under the in fore sail and main sail also at 11. P. M. set fore topsail and main topsail also bracing fore topsail at 2-30 A. M. In carried away fore main sail, at wind moderating getting fore sail wind from West, North West ship heading head on Port Tack. Watch employed ship duty. So ends this day.

Friday April 3rd

This day commenced with thick and equally weather with rain and stormy wind, from South West, ship under easy sail steering North, North West, mid afternoon the same at 2-30 P. M. wind from Northwest taking in fore sail at 6 P. M. taking in main and four lower topsails hove to on Port under three staysails at 6 A. M. In carried away main lower topsail bridle block sending it down out of pulling up another Watch employed ship duty. So ends this day.

Saturday April 4th, 1891

This day commenced with clear weather, and strong wind from Westward at 6:30 A.M. In setting lower topsail and fore sail ship on Port Tack heading North by West middle part the same at 11 A.M. the wind increasing taking in fore sail and four lower topsail. Watch employed ship duty. So ends this day.

Sunday April 5th,

This day commenced with clear weather and moderate wind, from the West with heavy swells, ship under moderate sail on Port Tack, heading North by East. Middle dead calm, at 2:30 P.M. light winds, from South West with rain, ship under all sail steering North West. Watch employed sending down main sail and repairing it and bending it at 1630 P.M. also taking up fore staysail and four lower and staysail.

So ends this day.

Sunday April 6th, 1891

This day commenced with clear weather and strong winds from South West with heavy seas at 9 A.M. setting course, main top sail and jib, at 12 30 bearing in again bearing North West. Later part the same Watch employed ship duty.

So ends this day.

Tuesday April 7th,

This day commenced with clear weather and strong wind from West North West bearing heavy seas under easy sail steering North West, at 9 A.M. in wind moderating setting all sail available and later part the same Watch employed ship duty.

So ends this day.

Wednesday April 8th,

This day commenced with clear weather and moderate winds from South West ship under moderate way sail bearing North West at 1 P.M. steering East, North East. At 6 P.M. taking in sail down to lower topsails at 10 30 P.M. in taking in sail great strong winds with rain and snow squall Watch employed ship duty.

So ends this day.

Thursday April 7th, 1891

This day commenced with clear weather and moderate winds from South South West, At 6 A.M. In setting gall sail steering East, North East, and 10 A.M. the wind increasing taking in main top gallant sail at 11 A.M. in shortening sail down to lower topsails, later part the same at 6-80 P.M. In taking in four lower topsail and huffing to on Port Tack. Watch employed ship duty.

So ends this day.

Friday April 8th,

This day commenced with clear weather and strong winds from South West, ship under short sail steering East North East, at 8-30 A.M. In setting main topsail and jib middle part the same, at 4 P.M. In taking in jib and main upper topsail at 6-30 P.M. In taking in fore sail and fore lower topsail, hove to on Starboard Tack, watch employed ship duty. One sail in sight.

So ends this day.

Saturday April 11th 1891

This day commenced with clear weather and moderate winds and heavy seas, wind from South West blew with force East wind or moderate sail, middle and later part the same at 8 P.M. taking in sail down to lower main topail and three staysail hove down foreward tack at 5 P.M. In Right Right whale going to the North East keeping run off them with the ship at 5:30 P.M. whale hove to lowered three boats fore bear struck iron drawn coming aboard at 7:30 P.M. So ended the day.

Lat. $84^{\circ} 06'$ North.
Long. $156^{\circ} 12'$ West.

Sunday April 12th

This day commenced with thick and rainy weather and strong wind from South East, ship under short sail laying to on pit tack middle and later part the same. So ended the day.

Tuesday April 13th,

1891

This day commenced with thick and rainy weather and strong wind from South West, ad 8^h in setting over sail and fore & mizzen staysail ad 11^h. In wind increasing taking in fore and mizzen topsails. Watch employed ship duty.

So end this day.

Tuesday April 14th,

This day commenced with clear weather and strong wind from South West, ship under easy sail, at 9^h. In Raised Whales lowered three hood boat ad 10^h. In, came aboard at 4-30 P. In

So end this day.

Lat. $54^{\circ} 24'$ North.

Long. $155^{\circ} 26'$ West.

Wednesday April 15th,

This day commenced with clear weather and light winds from South East, ship under all sail until wind increasing taking in light sails, ad 4-30 P. In strong wind taking sail down to lower main topail and three staysail laying to on hood deck. Raised whale ad 4 P. In going very quick to windward. So end this day. Lat $54^{\circ} 20'$ Long $155^{\circ} 20'$

Thursday, April, 16th.,

1891

This day commenced with clear weather and strong winds from South West ship under easy sail working windward. Watch employed ship duty so much this day.

Friday, April, 17th.,

This day commenced with clear weather and moderate winds from South ship under all sail, at 9 A.M.

In steering North East, light winds with snow squalls, at 10:30 P.M. Raised whale and sight of him, sighted again at 4:30 A.M. sighted three pilot boats and pulled to windward 1/2 mile then setting sail returning aboard at 7 P.M. So end the day
Lat. $54^{\circ} 32'$
Long

Saturday, April, 18th.,

This day commenced with clear weather and light winds from East ship under all sail, middle and later paid the same Watch employed ship duty so much this day.

Sunday April 2nd, 1891
 This day commenced with clear weather and moderate wind from South East, ship under all sail working to windward Tuck and Peck, middle and later part the same AD 7 P.M. shortening sail to lower topsail. One steamer in sight.
 So end this day.

Monday April 3rd,
 This day commenced with clear weather and moderate wind from East, North East. At 5 P.M. in setting all sail ship on Pr D Peck working in to South East, middle and later part the same. Watch employed ship duty.
 So end this day.

Tuesday April 4th,
 This day commenced with thick and rainy weather and strong wind from North East, ship laying to under main and sail and three staysails, at 10-30 A.M. In moderate wind setting a sail, at 3-30 P.M. In clear weather and light wind setting all sail. At 7 P.M. In taking in all sail Watch employed ship duty.
 So end this day.

Wednesday April 22nd, 1891

This day commenced with clear weather and strong wind from South West at 5 A.M. In setting sail keeping off North East. In the middle part of the same 103-30 P.M. by steering North East at 7 P.M. In taking in sail, when to lower topsail laying to on port tack. So end this day.

Thursday April 23rd,

This day commenced with thick and snow squalls, at 5-30 A.M. In setting sail keeping off North East, wind from Westward. In middle and later part the same, 104-30 P.M. In raised whale huffing the ship taking in sail to lower topsail snow squalls coming in loss of sight of the whale. Watch unthorized ship duty.

So end this day.

Sat
Song

Friday April 24th, 1891

This day commenced with strong wind with snow squalls, ship under short sail from Westward at 9 A.M. We raised snow patches setting sail at 11:30 A.M. In rate ed whale lowered the boats chasing until 4:30 P.M. with out success. Mr. Peter (second mate) broke his arm caused by the boatman's hal-yard passing away gaff coming down striking his arm. One sail in sight at 7 P.M. In shortening sail down to lower typhal.

To end this day.

Saturday April 25th

This day commenced with clear weather and trades of winds from South West at 4 A.M. In wind increasing shortening sail, middle part strong a typhal from North at 2 P.M. In ship under short sail 12:30 P.M. We raised whale going quick to typhal and losing sight of him at 10 A.M. At 2 P.M. raised whale lowered two boats without success, also lowered again at 6 A.M. In with the same success. One sail in sight

To end this day.

Sunday April 26th, 1891

This day commenced with clear weather and gale wind from North ship hove to on Port tack at 1 P.M. warning ship ahead 6 P.M.
So ends this day.

Monday April 27th,

This day commenced with clear ea.
Then cold strong wind with heavy
swell ship under moderate sail
middle part the same also later
at 11 A.M. raised whale lowered
at 1 P.M. struck at 3 P.M. in tak-
ing alongside ship at 6 P.M.
Mr Pens (fireman) struck
So ends this day

Sat.

Song.

Tuesday April 28th,

This day commenced with clear
weather and moderate wind
from North West, middle and
later part the same 10 A.M. In
called all hands started to
cut in the whale finished
at 10-30 A.M. In Datto of Dying
out at 3-30 P.M. Spoke the
steamer Jessie German
So ends this day

Wednesday April 29th, 1891

This day commenced with foggy weather and light wind from Westward. Ship under easy sail, laying with head wind a back to middle and latter part the same. Watch employed laying out and laying off Oil.

So ended this day.

Thursday April 30th

This day commenced with foggy weather and light wind from Westward at 8-30 A.M. clear weather steering North West. Middle and latter part the same. Watch employed laying out and stowing off Oil.

So ended this day.

Friday May 1st Day

This day commenced with clear weather and moderate winds from Eastward at 4-30 A.M. in setting sail taking in light sail at 11 A.M. wind increasing at 2-30 P.M. taking in sail to three staysail and lower main sail blowing gale at 4 P.M. raised whale going quick to windward. Watch employed stowing Oil. Whale making 95 BBL. One sail in sight So ended this day

Saturday, May 21st, 1891

This day commenced with clear weather and moderate wind from North East, ship on starboard tack heading North, North Wind under all sail, middle part the same at 8-30 P.M. wind hauling North West, with light winds steering North East. Watch employed ship duty to end this day.

Sunday, May 22nd

This day commenced with clear weather and moderate wind from North West, steering North East, ship under all sail. Wind all part the same at 10 A.M. very weather and calm. To end the day.

Monday, May 23rd

This day commenced with clear weather and very light winds from Westward, ship under all sail, steering North, with East. Middle part the same, later part calm. Watch employed ship duty.

To end this day.

Tuesday May 5th...

1891

This day commenced with clear weather and light wind from South steering North Middle the same at 8:30 A.M. In having one wind star board tack ship under all sail. One steamer in sight. Watch employed ship duty.

So ends this day.

Wednesday May 6th...

This day commenced with clear weather and moderate winds from South South East ship under all sail steering North South East Middle and later past the same. Watch employed ship duty.

So ends this day.

Thursday May 7th...

This day commenced with clear weather and light wind from South East ship under all sail steering East North East Middle and later past the same. Watch employed ship duty.

So ends this day

Friday, May, 8th.

1891

This day commenced with clear weather and light breeze from South East, ship under all sail, steering South East by East, mid-
dle the same at 3:30 P.M., light wind from North West, steering North East at 4^h. We sighted land about 50 miles off, Cape Fisher bearing South by East. Three sealing schooners in sight. Watch employed ship duty.

So ended the day.

Saturday, May, 9th.

This day commenced with clear weather and very light wind from South ship under all sail, steering South with middle part the same until the same. Carpenter and Cooper repairing boat, sealing schooners in sight.

So ended the day.

Sunday, May, 10th.

This day commenced with clear weather and light wind from South ship under all sail, steering North, middle part the same at 4 P.M. In light air from Westward. Cape Fisher bearing South East about 40 miles off. Three sealing schooners in sight. So ended the day.

Monday, May 19th, 1891

This day commenced with clear weather and calm continued thus until 2-30 P. M. light wind from South West ship on port stern tack, under all sail at 6-30 P. M. light wind from South East steering West by N. E. West. Watch employed ship duty. Carpenters and Cooper repairing boat. In running fair weather bearing North by East, about 60 miles off Sealing Schooner and 1 Steamer in sight.

So ends this day.

Tuesday, May 20th,

This day commenced with clear weather and light air from South ship under all sail, steering North West, midday and later had the same. Watch employed ship duty. Two Sealing Schooners and one Whaling Steamer H. D. 2 P. M. spoke Jersey Freeman.

So ends the day.

Wednesday, May 3rd, 1891

This day commenced with clear weather and moderate wind from East, hove Earl ship under all sail working to starboard tack and back. At 2 P.M. strong winds with rainy weather, taking in all sail. Watch employed ship duty. One Sealing Schooner and Whaling Steamer.

So ends this day

Thursday, May 4th,

This day commenced with clear and moderate winds from South ship under all sail, steering West by North middle and later sail the same. Three Sealing Schooners in sight and one Whaler.

So ends this day.

Friday, May 5th,

This day commenced with clear weather and light wind from North, North East, ship under all sail, steering West by North N.D. 45 W. huffing to on H.D. tack heading N.E. to South East later sail the same. Watch employed bending new Spanker large pointed making port and starboard three Schooners and two Barks. So ends this day.

Saturday, May, 16th, 1891

This day commenced with clear weather and moderate winds from South East, ship under all sail on Port Tack heading South, South West. Middle part the same, at 5 P.M. wind increasing taking in light sail. Watch & employed ship duty. So ended this day.

Monday, May, 17th,

This day commenced with clear weather and light winds from South, ship under all sail on Starboard Tack heading South East. Middle part light winds at 130 P.M. very light winds from North East steering South. So ended this day.

Tuesday, May, 18th,

This day commenced with clear weather and light winds from South ship under all sail, heading East South East, on Port Tack. Middle part the same, at 9 P.M. wind from Eastward with rain, steering South West.

So ended this day.

Wednesday May, 19th 1891

This day commenced with clear weather and moderate wind from South East, ship under all sail steering South West, at 8-30 A.M. In wind from Southward, head in west, South West, on Port tack with main, later part the same.
So ends this day.

Thursday May, 20th 1891

This day commenced with clear weather and moderate wind from North East, ship under all sail steering South West, by South middle part the same, at 3-30 P.M., wind increasing taking in light sail, at 5-40 P.M. in wind away from port flying jumbo, taking in all sail to lower mizzen sail, and two staysails. Watch employed securing flying jumbo boom.
So ends this day.

Friday May, 21st 1891

This day commenced with clear weather and moderate winds from Westward, ship on starboard tack under all sail, at 1-30 P.M. setting all sail. Watch employed putting out jumbo boom, breaking up back reef.
So ends this day.

Saturday, May 22nd, 1891

This day commenced with clear weather and light winds from North East, ship on Starboard tack heading North, for the West, under all sail. Middle and later part the same Watch employed sending down lower fore stays and gall rigging and repairing them until them at 4 P.M.

So ends this day.

Saturday, May 23rd,

This day commenced with clear weather and light winds from North East, ship under easy sail, at 9 A.M. in tacking in sail down to lower fore gall rigging, middle and late part the same. So ends this day.

Sunday, May 24th,

This day commenced with clear weather and light winds from South East, ship under all sail middle and later part the same steering North, for the West. So ends this day.

Tuesday May, 25th. 1891

This day commenced with clear
weather and moderate wind
from Westward, ship under
all sail bearing W. by S. West
Wind 87°. The steaming North
East today, sail the same.
So ends this day.

Tuesday May, 26th.

This day commenced with clear
weather and moderate wind from
South, ship under all sail, steer-
ing West middle part the same
at 7 P. M. taking six light
sail. One team Whaler in
sight (Jessie Freeman)
At 3 P. M. raised whale going
into South West quick.
So ends this day.

Wednesday May, 27th.

This day commenced with
thick weather and moderate wind
from South middle the same. At 7
P. M. taking small sail At 4 A. M.
raised whale lowered and started
but did not get far came aboard
at 9 A. M. low & less again at 11 A. M.
The lead struck very sharp and came
aboard at 3 P. M. One whaling team
in sight. So ends this day

Thursday May 28th, 1891

This day commenced with thick weather and moderate wind from South, ship under all working to windward tack and tack middle the same, at 7 P.M. taking in all sail. Jessie Freeman in sight. So ends this day

Friday May 29th,

This day commenced with clear weather and moderate wind from South East, ship under all sail, middle part the same at 2 P.M. wind increased increasing taking in all sail
So ends this day.

Saturday May 30th,

This day commenced with clear weather and moderate winds from South working windward, ship under all sail, middle and later part the same. One steamer Jessie Freeman in sight chasing whale at 7 A.M. spoke her. So ends this day.

Sunday, May 31st, 1891

This day commenced with clear weather and light wind from South West, ship under all sail, steering West at 11 A.M. in dead calm, middle and later part the same. Three sail in sight. Jessie Freeman cutting in whale to end the day.

Monday, June 1st.

This day commenced with clear weather and strong wind from East, ship under moderate sail, steering West North West, middle part the same at 3 P.M. wind increasing taking in light sail, at 6 P.M. taking in sail down to lower wind, blowing moderate gale. Three Whalers and one Sealer in sight. So end this day.

Tuesday, June 2nd.

This day commenced with thick and light rainy weather and strong wind from North East, ship under easy sail, steering West, at 10-30 A.M. sighted Madeline Island bearing South, South East about 30 miles off, hoisted up the wind on starboard tack. One Sealing Schooner in sight. So end the day.

Wednesday, June 3rd,

1891

This day commenced with thick and rainy weather and very strong wind from Eastward, ship under short sail, middle and later had the same, two schooners in sight.
So ends this day.

Thursday, June 4th,

This day commenced with clear weather and light wind from North East, ship under all sail working to windward tack and tack, middle and later had the same AD 9-30 A.M. In spoke Beluga. Watch employed ship duty. So ends this day.

Friday, June 5th,

This day commenced with clear weather and moderate wind from North East ship under all sail, steering East South East, middle and later had the same AD 1-30 P.M. In raised whale lowered three boats, at 3 P.M. in we struck taking the whale along side at 6 P.M. Two sails in sight. So ends this day.

Saturday, June 6th, 1891

This day commenced with clear weather and light wind, from South, ship under easy sail middle part the same, at 11 A. M. In setting all sail, at 8 P. M. taking in half sail moderate wind, at 230 P. M. started cutting up, finished at 10 P. M. Started trying at 11-30 P. M. One sail in sight. So ends this day.

Sunday, June 7th

This day commenced with clear weather and moderate wind, from South steering various courses ship under all sail middle part the same at 8 P. M. taking in all sail Watch employed trying out and stowing down. One sail in sight. So ends this day.

Monday, June 8th

This day commenced with clear weather and light wind, from West, ship under all sail, steering by the wind, middle and lower part the same. Finished trying out at 3 P. M. So ends this day.

Tuesday, June, 9th, 1891

This day commenced with clear weather and light wind, from South East ship under all sail, steering North West, middle part the same, at 3 P.M. wind from South West steering South East by East. Watch employed stowing down B1 B2 B3. Three sealing schooners in sight.

To end the day.

Wednesday, June, 10th,

This day commenced with clear weather and light wind from South West, ship under all sail, steering to windward back and back, middle and later part the same. On 2 sail in sight. Watch employed ship duty. So ends this day.

Thursday, June, 11th,

This day commenced with clear weather and light wind from South West ship under all sail, steering North Middle part the same at 5:30 P.M. made a wind from South West steering the same. Two sealing schooners in sight. Watch employed ship duty.

To end the day.

Friday June 12th

1891

This day commenced with clear weather and light wind from South West, ship under all sail steering North in middle and later part the same. Seven sealing boats and one whaling barge in sight 3 P.M. Spoke John P. West.

So ends this day.

Saturday June 13th

This day commenced with clear weather and light wind from South, ship under all sail steering North, North East. At 2.30 P.M. sawed whale lowered the boat chasing until 6 P.M. whale going quick to the Eastward. Three seals in sight.

So ends this day.

Sunday June 14th

This day commenced with clear weather and moderate wind from Westward, steering East, North East, under all sail, at 11 A.M. wind hauling to North West sufficient on starboard heading South West by South, at 8 P.M. wind less about 6 or 7 miles. So ends this day.

Monday, June, 16th,

1891

This day commenced with clear weather, and moderate wind from North East, ship under all sail steer ing North by North at 6 A.M. in sight land Trinity Island standing by for the land until 8 A.M. then hailing on the wind on port, at 11 A.M. we sighted Rose Island stand in shore until 12-30 P.M. then tacking ship and standing off shore three sail in sight.
So ends this day.

Tuesday, June, 16th,

This day commenced with clear weather, and light winds from North East, ship under all sail working down wind tack and tack, middle and later past the same. Three sail in sight.
So ends this day.

Wednesday, June, 17th,

This day commenced with clear weather and moderate wind from North North West, ship under all sail steering North and by East middle and East, had the same. So ends this day.

Thursday, June 18th, 1891.

This day commenced with clear weather, and moderate wind from North East, ship under all sail. At 7 A.M. wind increasing taking in light sail at 9 A.M. setting gaff topsail on fore-topsail, fore-topsail, working to windward tack and tack, at 1 P.M. the wind from St. Elie bearing North about 140 miles off.

So ends this day.

Friday, June 19th.

This day commenced with clear weather and strong wind from South East, ship under moderate sail working to windward middle and later part the same from St. Elie in sight.

So ends this day.

Saturday, June 20th.

This day commenced with clear weather and moderate wind from North East, ship under all sail working windward middle part the same. At 4 P.M. calm. Raised whale at 3 P.M. lowered back without success, came aboard at 11 P.M. from St. Elie bearing North by West about 60 miles off.

So ends this day.

Sunday, June 21st 1891.

This day commenced with clear weather, and calm at 9 A.M. In light wind from Westward, ship under all sail steering East, later part the same Mount St. Elias bearing North about 50 miles off.

So ends this day.

Monday, June 22nd.

This day commenced with clear weather and light air, from North ship under all sail, steering East until and later part the same Mount St. Elias bearing North about 107 miles off. Mount Fairweather, bearing East, North East, about 57 miles off.

So ends this day.

Tuesday, June 23rd.

This day commenced with clear weather and light air, from South ship under all sail, steering East until and later part the same Mount Fairweather bearing East about 40 miles off. Watch employed filling cask in the Main Hole with salt water.

So ends this day.

Wednesday June 24th, 1891

This day commenced with clear weather and light air from South ship working onward, under all sail, middle and later part the same. At 11 A.M. In sawed whales lowered all the boats, at 3 P.M. In Mr Peters struck, taking along side at 5 P.M. At 6 P.M. In cutting in through at 9 P.M. In

It ends this day.

Thursday June 25th,

This day commenced with clear weather and light air from Eastward, ship under all sail, middle and later part the same. At 6 P.M. In sawed whale lowered boats at 7 P.M. In Mr. Fiske struck, taking along side at 11 P.M. In Mount Fairweather North East about 40 miles off.

It ends this day.

Friday, June 26th,

This day commenced with rainy weather and moderate wind, from South East ship under short sail at 8 A.M. In setting all sail wind increasing taking in sail to lower the sail. Fairweather bearing North East about 50 miles off. At 3 P.M. In started cutting in, finished at 5 P.M. In also flying out.

It ends this day.

Saturday June 27th, 1891

This day commenced with clear weather and strong wind from South East, ship under easy sail, working to windward, middle and later past the same. Tipping out and swinging down. Mound Harbor left bearing South East by East about 30 miles off. So ends this day.

Sunday June 28th,

This day commenced with clear weather and strong wind from Eastward, ship under easy sail, middle, and later past the same. Tipping out, finished a 36-30 ft. in mound Harbor left bearing North East by East about 40 miles off.

So ends this day.

Monday June 29th,

This day commenced with clear weather and light air from Southward ship under all sail, standing to the Eastward of middle and later past the same. Watch employed swinging down 106 B.B. One sail in sight.

So ends this day.

Tuesday, June 30th,

1891

This day commenced with clear sea
then and calm, ship under all sail
middle and later part the same.
Found fair weather bearing North
East about 40 miles off.

So ended this day.

Wednesday, July 1st,

This day commenced with clear
weather and light air from South
East, ship under all sail, steering
various courses, middle and later
part the same. One schooner in
sight.

So ended this day.

Thursday, July 2nd,

This day commenced with clear sea
then and strong wind from South
East, ship under all sail, steering
South West middle and later
part the same.

So ended this day.

Friday, July 3rd,

This day commenced with clear
weather, and moderate wind, from
Westward, ship under all sail,
working to windward, mid-
dle and later part the same.

So ended this day.

Saturday, July 4th, 1891

This day commenced with clear weather and strong wind from Westward, ship under moderate sail, working to the North West, and made head the same at 2 P.M. in wind increasing taking in light sail, at 11 A.M. the back ship standing to the Southward and Eastward, also back at 5 P.M. in and at 7:30 P.M. 90°. In sighted Rose Island bearing East about 40 miles off at 11 P.M. In sighted Monique Island bearing West about 40 miles off. So ends this day.

Sunday, July 5th,

This day commenced with clear weather and strong wind from South West ship under all sail on Starboard tack, heading South by East at 8 A.M. In back ship heading West, North West at 3 P.M. In taking in light at 7:30 P.M. In back ship. At 4 P.M. In sighted main land Alaska, bearing West about 40 miles off. In sighted Monique Island bearing North West about 30 miles off.

So ends this day.

Tuesday, July 8th, 1891.

This day commenced with clear weather and light wind from North West, steering South West by South middle and later had the same. So ends this day.

Tuesday, July 8th,

This day commenced with clear weather and moderate wind from West South West, ship under all sail, steering South by West at 11^h. In light airs from South West at 12:30 P^M. In calm, lowered the boat and off fishing at 1 P^M. In light airs from South West, ship on starboard tack heading South by East at 6^h. In sight of Kochia Island bearing South West. So ends this day.

Wednesday, July 8th,

This day commenced with clear weather and light airs, from South West, ship under all sail, heading South by East on starboard tack, at 10^h. In foggy weather clearing up at 2 P^M, Kochia Island passing North West about 130 miles off. Watch employed breaking and water, and clean rigging.

So ends this day.

Thursday, July 9th, 1891

This day commenced with clear weather and strong winds from South East, ship under easy sail, on Port Tack, heading South by West, middle hard the same, at 6:30 P.M. taking in upper studding sail wind the same.

So ended this day.

Friday, July 10th,

This day commenced with clear weather, and light winds, from South, South West, ship under all sail, on Starboard Tack, heading South East, middle and later hard the same.

So ended this day.

Saturday, July 11th,

This day commenced with clear weather and light wind from South, ship under all sail steering West, South West, at 11 A.M. in thick and rainy weather, later hard the same. Watch employed scraping iron.

So ended this day.

Sunday, July 12th,

This day commenced with clear weather and light wind from South, ship under all sail, steering West by South, middle and later hard the same. So ended this day.

Tuesday, July, 13th, 1891

This day commenced with clear weather and light wind from North West, ship under all sail, steering West South West, middle and later had the same. All hands employed washing boat.

To end this day.

Tuesday, July, 14th,

This day commenced with clear weather and moderate wind from South, ship under all sail, steering West by South at 9 A.M. In thick and rainy weather with strong wind, hauling sail down to lower the sail and courses and suffling to the wind in Port Park, middle and later had the same.

To end this day.

Wednesday, July, 15th,

This day commenced with foggy weather and light wind from South ship under all sail, on Port Park heading South South West at 9 A.M. In clear weather continued so until 2 P.M. Then setting in foggy at 3 P.M. Tacked ship, hauled up courses and led them hangs one end in sight.

To ends this day.

Thursday, July 16th, 1891

This day commenced with clear weather and moderate wind from South East, ship under all sail steering variable course, at 6 P.M. passed Schumagin Island at 12-30 P.M. passed Kusugor, at 8 P.M. dropped anchor off Sandy Point Schumagin Island, in 12 fathoms one of slate with 60 fathoms cable. Lent the boat ashore after sunset.

So ends this day.

Friday, July 17th,

This day commenced with clear weather and moderate wind from South, middle, and later part the same. The company employed making water and buying of provisions.

So ends this day.

Saturday, July 18th,

This day commenced with clear weather and moderate wind from South West ship layed anchor middle and later part the same. Drying Bone

So ends this day.

Sunday, July 19th,

1891

This day commenced with clear weather and calm, ship laying a anchor, and all hands later had the same. All hands employed unshelling bone, and taking it ashore, 3779 lbs bone.

So ends this day.

Tuesday, July 20th,

This day commenced with clear weather, and calm, at 11 A.M. We hove anchor by steam very light and are from South East. Ship under all sail at 19 30 P.M. In calm seas boats towing ship about three miles, at 4 30 P.M. We dropped anchor in 25 fathoms of water off Egg Island

So ends this day

Wednesday, July 21st,

This day commenced with clear weather, and light airs from South East, hove anchor at 3 30 A.M. In setting all sail, and all hands were at 2 30 A.M. We were from South East by South, ship on Port tack heading East by South. Two steamers in sight, at 3 30 P.M. We spoke steam Schooner *Sovereign* been bound for San Francisco, which employed putting driftwood on board, and towing down cables.

So ends this day.

Wednesday, July 22nd, 1891

This day commenced with light
air from Eastward bearing South
at 9 A.M. by wind from South
South East, ship under all sail
on Starboard tack, at 11 A.M. In
calm, watch employed fishing
at 3 P.M. In wind South on
Starboard tack.

So ends this day.

Thursday, July 23rd,

This day commenced with foggy
weather and light airs from
Eastward ship under a sail
steering South heavy swell
with East winds and later
wind the same.

So ends this day.

Friday, July 24th,

This day commenced with a clear
weather and light air from North
West ship under all sail head
up West, South West at 8 A.M.
foggy at 4 P.M. In clear weather
and light airs from North
East, steering with West by West
at 4:30 P.M. raised Ominek
Island, West by Northwest about
60 miles off at 9 P.M. In wind
from South East, steering the same

So ends this day.

Saturday, July, 25th, 1891

This day commenced with clear weather and light air from South East, steering North West by West ship under all sail and 9 P.M. in steerage variable course to the northward middle part the same, at 2:30 P.M. in calm at 6 P.M. in light air from North West, ship on Starboard tack Cushing Island bearing West by North about 10 miles off. Two Steamers and one Barque in sight. So ended this day.

Sunday, July, 26th,

This day commenced with clear weather and moderate wind from North East steering West, North West ship under all sail, middle part the same, at 5 P.M. foggy weather with light air. at 5:30 P.M. passed through one mack shalder. One Barque and two Schooners in sight.

So ended this day.

Monday, July, 27th,

This day commenced with clear weather and light air, from South East, steering North West ship under all sail, middle and later part the same. One ship in sight.

So ended this day.

Tuesday, July 28th, 1891

This day commenced with foggy weather and light wind, from South East, steering North West, ship under all sail, middle and late part the same.

So ended this day.

Wednesday, July 29th,

This day commenced with clear weather, and light air with variable winds, ship under all sail, middle and late part said foggy and rainy weather. Seven sail in sight, spoke John P. West, Raindeer, and Wilson.

So ended this day.

Thursday, July 30th,

This day commenced with foggy weather, ship under all sail, middle and late part the same, later part clear weather, seven sail in sight.

So ended this day.

Friday, July 31st,

This day commenced with thick and rainy weather and moderate winds from South East, ship under all sail, steering North West by West middle part the same P.D. 6 P.M. taking in all sail suffering by the wind, few sail in sight.

So ended this day.

Saturday, Aug. 1st, 1891

This day commenced with fresh wind from South, ship under moderate sail on port tack heading South West by West, later paid thick and foggy weather. Three sail in sight.

So ends this day.

Sunday, Aug. 2nd,

This day commenced with foggy weather and moderate wind from South, ship under moderate sail, steering West, at 8-30 A.M. in haul via the course and hauling on the wind, in port tack heading South South West, at 1 P.M. in haly breezing up again at 2-30 P.M. in the same direction at 4 P.M. in clear weather setting course, steering West.

So ends this day.

Monday, Aug. 3rd,

This day commenced with foggy and rainy weather, with light wind from North East, steering West, ship under all sail, middle and later paid the same, plenty of firbacks and seals.

So ends this day.

Tuesday, Aug. 4th, 1891.

This day commenced with clear weather and light winds, from West, North West steering East by North middle part the same, at 1:30 P.M. The hailing gun was fired, on P.D. task heading North, ship under all sail. One sealing schooner in sight. So ends this day.

Wednesday, Aug 5th,

This day commenced with misty weather and light winds from West, South West, ship under all sail, steering North West, middle, and later part the same. So ends this day.

Thursday, Aug 6th,

This day commenced with thick and foggy weather, with light winds from North East, steering North West, ship under all sail middle part the same, at 5 P.M. warning ship, steering East, South East, with no east winds.

So ends this day.

Friday, Aug. 7th,

1891

This day commenced with rainy, and foggy weather, with light air from North East, ship under all sail, steering South East by East $\frac{1}{2}$ East, middle and later part the same.

So end this day

Saturday, Aug. 8th,

This day commenced with fog and light wind, from North East, ship under all sail, steering South East by East $\frac{1}{2}$ East, middle and later part the same.

So end this day

Sunday, Aug. 9th,

This day commenced with clear weather and light air from North East, ship under all sail steering by the wind back and back, at 4 P.M. In foggy wind from North, steering East at 9 P.M. Hauling up anchor at 11 P.M. in hauling aback fore yard. One sail in sight. So end this day.

Monday, Aug. 10th,

This day commenced with foggy weather, continued so until 3 P.M. at 2 P.M. In hauling forward steering East by South, light winds from South at 4 P.M. In wind from North, steering South West. One steamer in sight. So end this day.

Tuesday, Aug 11th,

1891.

This day commenced with clear weather and light wind from North West, ship by wind, under all sail S.D. Paul bearing South East about 20 miles off, middle and later part the same. A.D. 6 A.M. The man of War Marion boarded ~~our~~ one, A.D. 5:30 P.M. In, spoke Barge Her man, one whale this season
So ended this day.

Wednesday, Aug 12th,

This day commenced with clear weather and light wind from North West, ship under all sail, steer-
ing North East, A.D. 1:30 P.M. In-
sisted Right Whales going
East South East, the race went
on, and dived but did not get
fast, A.D. 8:30 P.M. In taking in
light sail steering by wind

So ended this day

S.D. 57° 12' Long 167° 38'

Thursday, Aug 13th,

This day commenced with clear weather and light wind from North West steering by wind, ship under all sail, A.D. 6 A.M. In said Right Whales, followed with out success. Whales going quick to North with West. One steamer in sight

So ended this day.

S.D. 57.26. Long 167.12'

Friday, Aug. 14th, 1891.

This day light wind from North West. Ship under all sail, steering by the wind, back and back at 6 A.M. In raised whale, lowered without success. Spike Jessie Freeman. 8 Right Whales. So ended this day.

Saturday, Aug. 15th.

This day commenced with clear weather and moderate wind from Eastward. Ship under all sail at 7 A.M. In raised Right Whale caught him in haecamber took along side at 11:30 A.M. for cutting in finished at 6 P.M. Two ears in sight. So ended this day.

Sunday Aug. 16th.

This day commenced with clear weather and moderate wind from North East, steering by wind back and back, ship under all sail. middles and later had the same. at 6 P.M. In raised Right whale, the blade struck and sunk him in 60 fathoms of water, layed by the whale with one bad alight two ears in sight.

So ended this day.

Lat 58°-00' Long 167°-38'

Monday, Aug. 17th, 1891.

This day commenced with clear weather, and moderate wind from North East, ship under moderate sail middle and later part the same AD 3 P.M. In sweep the Whale and hauled him up, and started to sound at 7 P.M. He also trying out two each in sight.

So ended this day.

Tuesday, Aug. 18th.

This day commenced with clear weather, with moderate wind from North East, ship under easy sail steering North West by N.E. middle part the same AD 6 P.M. In taking in sail. Whale employed hoisting out, and stowing down. Two each in sight.

So ended this day.

Wednesday, Aug. 19th.

This day commenced with clear weather and moderate wind from North East, ship under moderate sail, middle and later part the same. Skipper Gee & Freeman bound for Pacific Ocean.

So ended this day.

Thursday, Aug 20th, 1891

This day commenced with a fair weather and strong wind from North East, ship under moderate sail, middle, and later had the same AD 4 P. In raised Right Whale, lowered without success. Spoke Lydia 4 Whales. So ended this day.

Friday, Aug, 21st,

This day commenced with clear weather and strong wind, from North East, ship under moderate sail working to windward tack and back, AD 4 P. In raised Right Whales, lowered without success, Lydia ad 6 P. In struck. So ended this day.

Sa^d 38° 00' Sing 166° 15'

Saturday, Aug, 22nd,

This day commenced with clear weather, and strong winds, from North East, ship under moderate sail, steering by the wind, middle wind moderating at 3 P. In saline, AD 5:30 A. In raised Right Whales. In港 stuck, taking alongside ad 11 A. In commenced cutting finished ad 3 P. In started to dry out. One sail in sight. So ended this day.

Sa^d

Sunday, Aug, 23rd, 1891.

This day commenced with clear weather and strong wind from North East, ship under easy sail working to windward, middle and later part foggy weather, at 7 P.M. struck Lydia. Watch employed trying out, and stowing down 23 BBB and 15 gal.

So ended this day.

Monday, Aug, 24th.

This day commenced with foggy weather and light wind from North East, ship under all sail working to windward, middle and later part the same.

So ended this day.

Tuesday, Aug, 25th.

This day commenced with clear weather and moderate wind from North East, ship under all sail, working to windward, middle and later part the same.

So ended this day.

Wednesday, Aug, 26th, 1891.

This day commenced with clear weather, and light wind, from North West. Ship under all sail, steering to Southward and Eastward. At 2 P.M. wind moderate. At 1-30 P.M. sawed Right Whales. Lowered the lower truck took the whale alongside at 4 P.M. In lowered two boats by turnabout. Took the whale alongside at 7 P.M. Lat 58° 16' Long 166° 17' So ended the day.

Thursday, Aug, 27th.

This day commenced with clear weather, and moderate winds from West, started to run in at 4 A.M. finished at 9 A.M. In setting all sail, working to windward at 1 P.M. In wind hauled to North West, running South, South West, taking in light sail and course. So ended the day.

Friday, Aug, 28th.

This day commenced with clear weather and strong wind from North East. Steering by wind, middle and later part the same ship under moderate sail. At 5-30 A.M. sawed Right Whales lowered without success. Two sail in sight. So ended the day.

Saturday, Aug, 29th, 1891

This day commenced with clear weather, and light wind from Westward, steering by wind on Port tack, middle wind later, hard the same, ship under all sail. Watch employed trying out.

So ended this day.

Sunday, Aug, 30th

This day commenced with clear weather and light wind from North West, ship under all sail, steering South, South West, middle wind later, hard the same.

So ended this day.

Monday, Aug, 31st

This day commenced with clear weather, and strong winds from North West. Ship under moderate sail, steering South South West, P.M. 1:30 P.M. in raised Right Whales, Mr. Pease struck taking along side, at 4 P.M. started to haul in finished at 7:30 P.M. Watch employed stowing down 97 BBL.

So ended this day
Lat 38° 58' Long 168° 58'

Tuesday, Sept 1st,

1891.

This day commenced with clear weather, with fog at intervals and moderate wind, from Westward, ship under moderate sail, working to windward, tack and duck, middle and later part the same, trying out.
So end the day.

Wednesday, Sept 2nd,

This day commenced with clear weather, and moderate wind, from Westward, ship under all sail working to windward, middle and later part the same, watch employed trying out.
So end the day.

Thursday, Sept, 3rd,

This day commenced with clear weather, and strong wind, from South East, ship under all sail, steering North, North West, at 9 A.M. in wind increasing, ship under every sail, at 3 P.M. laying to under main topgallant sail and two staysails blowing gale. Watch employed trying out finished at 8 P.M. in also stowing down 89 B.B.L.

Friday, Sept 4th, 1891.

This day commenced with thick and heavy weather, with gale ship flying under short jib, masts and later part of the same, at 7 A.M. in setting fore topsail, and fore topsail. So ended this day.

Saturday, Sept 5th.

This day commenced with clear weather and strong winds, from South ship under moderate sail steer ing West by North, at 2 P.M. steering North East by East. At 10 A.M. sawed high & whale lowered without success. Whale going into North East. So ended this day. Lat 60° 00' Long 170° 42'.

Sunday, Sept 6th.

This day commenced with clear weather and moderate winds, from South, ship under all sail steering North East at 10 A.M. in light winds with fog clearing up at 11:30 A.M. Steer ing by wind on South and Western Tack, at 6 P.M. rain.

So ends this day.

Tuesday, Sept 7th, 1891.

This day commenced with thick and foggy weather with moderate wind from South, steering West, South West, ship under moderate sail, middle and later part the same. at 7 P.M. taking in all sail.

So end this day.

Tuesday, Sept 7, 8th,

This day commenced with rain and foggy with strong wind from South, ship hove to under short sail, middle and later part the same.

So end this day.

Wednesday, Sept 8th,

This day commenced with thick and foggy weather and moderate wind from South East, ship under moderate wind, steering South West by South, at 10 A.M. in clear with strong wind, at 1 P.M. taking in all sail, at 10-30 A.M. in sight 80 fathoms bearing South by West about 30 miles off.

So end this day

Thursday, Sept, 10th, 1891.

This day commenced with clear weather, and moderate wind, from South ship under all sail, working to windward tack and tack, middle part the same, at 1 P.M. taking in all sail, hove to on port tack. No land in sight.

So ended this day.

Friday, Sept, 11th.

This day commenced with clear weather and moderate winds from South ship under all sail, middle and later part light winds. No land in sight.

So ended this day.

Saturday, Sept, 12th.

This day commenced with clear weather, and moderate winds from Westward, ship under all sail, steering South. At 6 A.M. in wind, increasing taking in light sail, at 10 A.M. in wind, increasing taking in all sail down to lower studding-sails and fore sail, steering East South East, at 6 P.M. in blowing gale, hove to on port tack under main lower top sail and three stay sails.

So ended this day.

Sunday, Sept, 13th, 1891.

This day commenced with clear weather and moderate wind from North West, ship under all sail, steering East, South East, middle haul the same, at 7 P.M. took in all sail, and laying to, so ended this day.

Monday, Sept, 14th, 1891.

This day commenced with clear weather and moderate wind, from North, ship under all sail, steering East, middle haul the same, at 7 P.M. took in light sails, spoke one schooner from Asia bound for San Francisco which employed bending new sails.

So ended this day.

Tuesday, Sept, 15th, 1891.

This day commenced with clear weather and moderate wind, from North West, steering South East, ship under all sail, middle haul the same, at 3 P.M. took in light sail by the sound of Dartford Rock, at 5 P.M. took in light sail, at 2.30 P.M. spoke 2 whalers, also one other sail in sight.

So ended this day.

Wednesday, Sept, 16th, 1894

This day commenced with clear weather and strong wind from Northward, ship under easy sail steaming South, middle part the same, later part working to windward tacking and tacking. At 19 P.M. we raised whale going to Northward quick about 12-3° and 3 P.M. we raised Right Whale going N.E. at 8.00-2-30 P.M. We sighted St. George bearing West by North about 40 miles off. One steamer and one vessel in sight. So ended this day. S.A.D. 51° 14' Long 168° 08'.

Thursday, Sept, 17th,

This day commenced with clear weather and moderate winds from Northward, ship under all sail, steaming West, middle and later part the same. At 8-30 P.M. we raised Right Whale, lowered at 10 P.M. We, the whalers struck taking the whale along side at 2-30 P.M. We started to�� finished at 7-30 P.M.

So ended this day.

St. George 15 miles due bearing N.W.

Friday, Sept, 18th, 1894

This day commenced with clear weather and strong wind from South East ship under short sail, middle later part the same. So ended this day.

Saturday, Sept, 19th 1891.

This day commenced with foggy and rainy weather, with a gale from South West, ship hove to on fore tack, middle and later part hard starboard, same, Watch employed trying out. So ended this day.

Sunday, Sept, 20th.

This day commenced with clear weather and gale from South West, middle and later part the same. Watch employed trying out. So ended this day.

Monday, Sept, 21st.

This day commenced with clear weather and moderate winds, from South West, ship on fore tack, under moderate sail, middle and later part the same, at 5 P.M. taking in all sail. Watch employed ~~try~~ stowing down, 145 BBL. So ended this day.

Wednesday, Sept, 23rd, 1891

This day commenced with clear weather and calm, at 10 A. M. In light wind, from North West, ship under all sail, steering South. Later had the same at 7 P. M. taking in all sail, hove to on port tack. So ended this day.

Wednesday, Sept, 23rd,

This day commenced with clear weather, and moderate wind from North West, ship under all sail steering South by West, middle and later had the same, at 7 P. M. In taking in all sail at 9 A. M. I sawed St George bearing South by East, about 30 miles off at 7 P. M. about 10 miles off, 11 P. M. In S Manawa was in sight again bearing N. So ended this day.

Thursday, Sept, 24th,

This day commenced with clear weather and moderate and variable wind middle and later had the same, St George in sight bearing N. by E. at 10 A. M. In sight right whale low off, her tail stuck out from the whale at 6 P. M.

To end this day

St George bearing N. by E. 12 miles

Sunday, Sept, 25th, 1891

This day commenced with clear weather and moderate wind variable winds, squalls and later fair the same, with equally good visibility taking in all sail at 9:30 A.M. Mr. George R. Greenhalgh chased after him with ship, lowered at 3 P.M. In, two seals struck. Some showed. One sail in sight. So ended this day.

St. George bearing N. E. N. 12 miles dist.

Saturday, Sept, 26th.

This day commenced with clear weather and moderate winds from North West ship under all sail, steering South East, variable and later fair the same at 4 P.M. In spoke I. M. St. Ambroise five whales. St. George bearing North West by North about 30 miles off.

So ended this day.

Sunday, Sept, 27th.

This day commenced with clear weather and light wind from North East and variable a wind or two, ship under all sail, steering North West by North, variable and later fair the same. Two sail in sight. St. George North, bearing about 15 miles off. Sighted St. Paul at 3 P.M. In sailing North West by West.

So ended this day.

Monday, Sept 28th, 1891.

This day commenced with clear weather, and gale, from South West, ship under three staysails, hove to, upper Tack, middle and later paid the same.

So ended this day.

Tuesday, Sept 29th,

This day commenced with clear weather, and gale, from South East, under three staysails, hove to, upper Tack, middle paid the same, at 3 P.M. in wind from North West.

So ended this day.

Wednesday, Sept 30th,

This day commenced with clear weather, and strong winds from North West, ship under all sail, steering East by South, at 9 A.M. in steering East, South East, later paid the same, at 1 P.M. in taking in all sail, hove to on Star board tack. At 9 A.M. in St Paul in sight, at 2 P.M. St George in sight.

So ended this day.

One sail in sight.

Thursday Oct, 22d.,

1891

This day commenced with misty weather with strong winds from South East, ship under easy standing to Southward middle part the same, at 3 P.M. thick and rainy weather and strong winds taking in all sail down to three staysails at 11 P.M. In raised right whale lowered down the back, in Pago stuck whale taking out about 20 fathoms, iron drawn also raised another breeching, at 4 P.M. lowered with out success.

So ends this day

Lat $56^{\circ} 14'$

Friday, Oct, 23d.,

This day commenced with rainy weather and gale from East ship hove to under three staysails on port tack middle part the same, at 2 P.M. in wind from South. So ends this day.

Saturday, Oct, 24th.,

This day gale continued so all day from South West with very heavy swell ship hove to under three staysails on port tack.

So ends this day.

Sunday Oct, 4th, 1891

This day Gale from South West,
with very heavy swell, ship under
main topgallant and three stay-
sails continued so all day.
So end this day.

Monday, Oct, 5th,

This day moderate Gale from
Westward, with heavy swell from
South West, ship under lower top-
sails continued so all day.
Watch & employed reaving new
main hawsers.

So end this day.

Tuesday, Oct, 6th,

This day moderate Gale from West
ward with heavy swell, ship under
lower topgallant and three stay-sails
continued so all day.

So end this day.

Wednesday, Oct, 7th,

This day commenced with
clear & calm as a light wind
from South West, ship under
all sail standing to North
and West, light the Lydia
she struck, we also lowered
without success to D. T. P. for
taking in all sail.

So end this day

Thursday Oct 8th, 1891.

This day commenced with clear weather, and moderate winds, from South ship under all sail, working windward back and back, middle and later part the same at 7 P.M. In taking in all sail. At 4 P.M. Capt Fisher and boat crew went aboard Lydia and got 12 head line, 300 fms. the whale that the Lydia caught the 7th she was mated for the day. So ends this day.

Friday, Oct 9th,

This day commenced with clear weather, and moderate winds from South ship under all sail working windward back and back, middle and later part the same. At 9 A.M. In Ravel I sighted Whales lowered without success, at 3 P.M. In lowered but none were in boat never missed. At 1 P.M. In taking in all sail, the sail in sight. So ends this day.

Lat $56^{\circ} 15'$ Long $167^{\circ} 38'$

Saturday Oct, 10th, 1891

This day commenced with clear weather and light winds from South East, ship under all sail middle haid moderate wind later part the same at 7 P.M. taking in all sail. At 10 P.M. Sir hained Right Whales lowered without success. So ends this day.

Sunday Oct 11th

This day commenced with clear weather and strong winds from Eastward, ship under moderate sail working to windward back and forth middle and later part the same at 10 30 P.M. taking in all sail. So ends this day.

Monday Oct 12th

This day commenced with clear weather and moderate winds from hot. The ship under all sail steering East South East, middle and later part by wind, at 6 P.M. in taking in all sail. At 10 P.M. in sight Right Whales, lowered without success. So ends this day.

Lat 32° 10'

Long.

Tuesday Oct 13th

1891

This day commenced with clear
weather and strong winds from
North West, ship under short sail
middle and labor past the same.

So end this day.

Wednesday Oct 14th

This day commenced with clear west
and east, wind North West, ship
had to under main sail and
three Taysails, middle and later
past the same. So end this day.

Thursday Oct 15th

This day commenced with clear
weather and strong winds from
North West, ship under easy sail
steering East, North East middle
had the same, at 5 P.M. In to
wind all sail. Raised Right
Whale at 2 P.M. In lowered
In Ease stuck taking along
side at 4 P.M. In Whale laying
side all night.



So end this day

Lat 53° 59'

Friday, Oct, 16th, 1891.

This day commenced with clear weather and moderate wind from North West, ship under short sail, at 11-30 A.M. In setting sail at 3-30 P.M. In taking up again at 11 A.M. In Raized Right Shales, lowered for harpoon struck, taking the whale along side at 3 P.M. In took the head in leaving body along side, finished cutting the poor whale at 11 A.M. P.M.

So ended this day.

Sat 56°-12

Saturday Oct, 17th, 1891.

This day commenced with clear weather and moderate wind from Eastward, ship hove to on starboard tack, middle sail the same at 11 A.M. In setting sail at 2 P.M. In under short sail at 6 A.M. In espited forward finished at 10 A.M. In Raized Right whale lowered, in Peter, struck, taking along side at 1-30 P.M. In also took the head in leaving body along side, started running south at 1 P.M. In

So ended this day.

Sat 33°-36' Long 169°-18'

Sunday Oct, 18th

1891

This day commenced with clear weather and strong winds from Eastward, ship under short sail middle and later part had moderate winds. At 8 A.M. started to sail in fine-weather at 11 A.M. in also dying out.

So end this day.

Monday Oct, 19th

This day commenced with clear weather and moderate winds, from North East, ship under short sail, heading on Starboard tack, middle and later part the same. All hands employed trying out, breaking in & setting Hatch and stowing down. Copper setting up on each

So end this day.

Tuesday Oct, 20th

This day commenced with clear weather, and a gale from North East, ship under main top sail, middle and later part the same. Hatch employed trying out and stowing down. One sail in sight

So end this day.

Wednesday, Oct 21st, 1891

This day commenced with clear weather, and gale from North East, ship under mast to sail in Port tack, middle and later part the same. Watch employed hoisting out.

So ended this day.

Thursday, Oct 22nd,

This day commenced with clear weather, and moderate wind from North, ship under mast to sail on Starboard tack, middle and later part the same. Watch employed hoisting out, and stowing down.

So ended this.

Friday, Oct 23rd,

This day commenced with clear weather, and moderate wind from Westward, ship under mast to sail on Starboard tack at 11 A.M. in setting trysail top sail, steering from course for 12 hours, later part the same. Watch employed hoisting out, finished at 1 P.M. in also stowing down.

So ended this day.

X

Saturday, Oct 24th, 1891

This day commenced with clear weather and moderate wind, from Westward, ship under all sail steering South middle part the same at 3 P.M. passed through the Strait, steering South East by East, watch employed stowing flour, oil and water in the between deck, and taking in low load.

So ends this day.

B.B.I, 41.

Sunday, Oct 25th,

This day commenced with clear weather, and light and variable winds, ship under all sail, steering South East by South at 9 A.M. then steering East, by South, later part the same.

So ends this day.

Monday, Oct 26th,

This day commenced with thick weather, and strong winds, from South ship under all sail steering South by East at 9 A.M. the wind from South, South East, ship on a port tack, heading East by South, wind increasing taking light sail later part the same.

So ends this day.

Tuesday, Oct, 27th, 1891

This day commenced with dark and rainy weather and strong wind from South East, ship under moderate sail on Starboard tack, heading East North East, middle, and later part the same.

So ended this day.

Wednesday, Oct 28th,

This day commenced with clear weather and light wind from Westward, with heavy swell from South West, ship under all sail steering East by South, at 9 A.M. wind increasing to moderate wind, ship sailing at the rate of 2 miles a hour, later part the same. Watch employed scraping bone.

So ended this day.

Sat $49^{\circ} 22'$

Song $159^{\circ} 49'$

Thursday Oct, 29th

1891

This day commenced with clear weather and strong wind from Westward ship under full sail, steering East by South, middle and later hard to the same. Walker employed scraping bone until 11 A.M.

So ends this day.

Friday Oct, 30th

This day commenced with very weather and gale from South East, continuing so until 4 P.M. then a light wind from South with heavy swell from South East setting Periods, steering East by South.

So ends this day

Saturday Oct, 31st

This day commenced with clear weather and moderate wind from North East ship under all sail on Port tack heading East South East, middle past the same, later had calm with heavy swell from Westward.

Walker employed scraping bone finished at 4 P.M.

So ends this day.

Sunday, Janst, 1891

1891

This day commenced with clear weather, with rain and wind squalls at intervals, wind very strong, from Westward ship under all sail, steering East by South going about 10 miles and hour, middle and later part the same.

So ends this day.

Monday, Janst, 1891

This day commenced with clear weather, with rain squalls at intervals, and strong wind from Westward, ship under all sail with exception of Royal, middle part the same, later part wind more moderate, steering East by South.

So ends this day.

Tuesday, Janst, 1891

This day commenced with thick and rainy weather and strong and variable wind from South East to South West at 9 A.M. In wind from Westward ship under all sail with exception of Royal, steering East by South middle and later part the same. One sail in sight Brigg.

So ends this day.

Wednesday Nov, 4th, 1891.

This day commenced with clear weather, and moderate winds, from Westward, ship under all sail, steering East by South, middle and later part the same, Hatch employed scraping mud, putting out bow boat, and putting down the deck.

So ends this day.

Thursday Nov 5th

This day commenced with clear weather, and moderate winds, from South, ship under moderate sail, steering East by South, middle and later part the same. Hatch employed washing bone.

So ends this day.

Friday Nov, 6th

This day commenced with clear weather, and light winds, from South, ship under moderate sail, steering East by South, middle and later part the same. Hatch employed washing bone, finished D. S. Inc.

So ends this day.

Saturday Apr, 1st, 1891.
April 2nd, Friday 1892
See Right Whale Lat 34° 37'
~~See Staff~~ Song 147-45.
~~See~~ Sir Hill god him.

Tuesday 4th Wednesday, 5th
See 6 Right Whales Lat 34° 19'
Song, 148-00.

$$46) 21000 \left(\begin{array}{r} 170 \\ 180 \\ \hline 300 \end{array} \right) \cancel{170} \quad 340$$

$$\cancel{170} \quad \cancel{300}$$

$$\hline \cancel{300} \quad \cancel{170}, 1$$

$$600 \quad \begin{array}{r} 10 \\ \cancel{300} \\ \hline 3000 \end{array} \quad \begin{array}{r} 2500 \\ \hline 3 \end{array} \quad \begin{array}{r} 275 \\ 120 \\ 125 \\ 100 \\ \hline 620 \end{array}$$

$$\begin{array}{r} 18 \\ \hline 4800 \end{array} \quad \begin{array}{r} 180 \\ \hline 10800 \end{array} \quad \begin{array}{r} 180 \\ \hline 3600 \end{array} \quad \begin{array}{r} 473 \\ \hline 620 \end{array}$$

$$\begin{array}{r} 3000 \\ \hline 13800 \end{array} \quad \begin{array}{r} 30 \\ \hline 7500 \end{array} \quad \begin{array}{r} 315 \\ \hline 150 \end{array} \quad \begin{array}{r} 371.11 \\ \hline 50 \\ 45 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 1300 \\ \hline \end{array}$$

	Milk 22 cans	
Apples	6	"
String Beans	8	"
Soup & Bouilli	3	"
Oysters	3	"
Vanilla	2	"
Papier Soupe	5	"
Tomatoes	4	"
Coffee	1	" 50 lbs
Saltmeat	2 doz	
Tobacco	4	28 lbs
Sugar	225 lbs	
Mustard	4 cans	
Sage	10	"
Soap	1/2 Box	
Coffee	3 sacks	
Tea	2 1/2 Bz and 1 Bag	
Brown Bread	14	
Bayenne	3	"

